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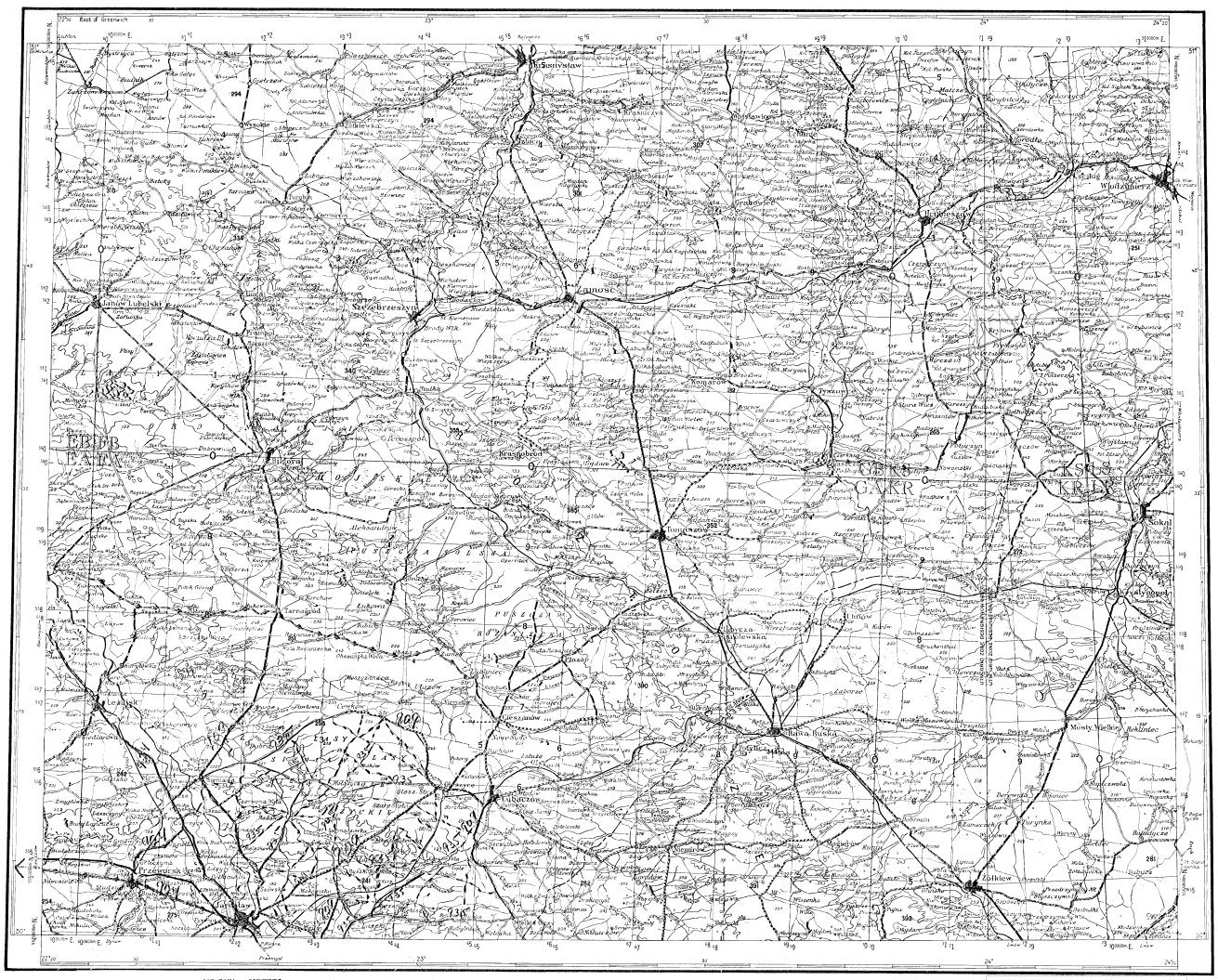
CENTRAL EUROPE 1:250.000

ZAMOŚĆ

EDITION 2-AMS

SHEET S. 51

AMS SERIES M505



LEGEND

In areas of USSR Administration, normal gauge railroads are 5 feet wide.
Les chemins de fer à voies normales aux régions de l'administration soviétique ont 5 pieds de largeur.

Note: Reliability of road classification is uncertain
Note: La précision de la catégorie de route est douteuse

RAILROADS
CHEMINS DE FER

Normal gauge, 2 or more tracks
Voie normale, 2 voies ou plus, et plusieurs voies
Normal gauge, single track
Voie normale, une seule voie
Narrow gauge, more than one line
Voie normale, ligne à plusieurs voies
Narrow gauge
Voie étroite
Station with siding, funnel
Gare, Arrêt, Voie de garage, Tunnel
Trolley
Tramway
Funicular or cable
Funiculaire ou câble

ROADS
ROUTES

Motor dual road, main road, and over 6 meters wide
Autoroute, à plusieurs passages, chaussé uniquement en plein de 6m. de largeur
Connecting point with road outside where known
Point de raccordement avec la route routière quand connu
Under construction
En construction
Main roads with route numbers, metalled, 6 to 8 meters wide
Routes principales avec numéros de routes
Main roads, metalled, over 6 meters wide
Other main roads, metalled, generally 5 to 6 meters wide
Autres routes principales, généralement de 5 à 6m. de largeur
Secondary roads, metalled, generally 4 meters wide
Routes secondaires, empierrées, généralement de 4m. de largeur
Other roads and cart tracks
Autres chemins et pistes carrossables

International boundary
Limite d'Etat
Limits of Administration
Limite d'Administration
Church - Monastery, Chapel
Eglise, Monastère, Chapelle
Mosque, Synagogue
Mosquée, Synagogue
Lighthouse
Phare
Dam, embankment or dike
Barrage, rempart ou digue
River, Navigable, Unnavigable
Rivière, Navigable, Non navigable
Canal with lock and sluice
Canal avec écluse et déchargé
Bridge, Ferry
Pont, Bac
Aqueduct
Aqueduc
Marsh
Marais
Vineyard
Vigne
Cemetery
Cimetière
Heathland, Moor
Marécage, Lande
HIGHWAYS (RUSH)
ROUTES (Russie)

4-weather roads, metalled
Routes à toutes saisons, empierrées
Main 6 meters wide or over
Principales, de 6 mètres de largeur ou plus
Surface hard surface
Surface revêtue, sans possibilité
Macadam surface
Surface macadamisée
Secondary, less than 6 meters wide
Secondaires, moins de 6 mètres de largeur
Modern dust free surface
Surface moderne sans poussière
Macadam surface
Surface macadamisée
Dry weather roads, metalled, of varying widths
Routes à sécher, de largeurs variables
Other roads, unmetalled
Autres routes, non empierrées
Cartways
Pistes carrossables

GLOSSARY

Biały (Bl.)	blanc	white
Biały (Bl.)	weiss	white
Bór	forêt	wood
Bór	wald	forest
Czerń, a, e	noir	black
Dolny, a, e	inférieur	lower
Duży, a, e	grand	big, great
Duży, a, e	groß	large, great
Folwark	ferme	farm, estate
Gajówka (Gj.)	maison du garde forestière	forest guard's house
Góra, Góry	montagne	mountain
Gród (Gr. or Gró.)	château	castle
Grobla	digue	dyke
Jezioro (Jez. or Jez)	lac	lake
Kąpiele	pouzzolane	tuffy rock
Karczma	auberge, cabaret	shepherd's hut
Kopiec	colline, butte, tertre	mound, knoll, hillock
Kopalnia, Kop.	mine	mine
Kościół, Kośc.	église	church
Las, Lasy	bois, forêt	wood, forest
Leśniczówka (Leśn.)	maison forestière	forest district
Mały, a, e	petit	small, little
Mokry, a, e	mouillé	wet
Młyn	moulin	mill
Nadleśnictwo	maison forestière	forest district
Nowy, a, e	nouveau	new
Ostrów	île	island
Pasieka	rucher, garage	apiary
Piaski	sables	sands
Pole	champ	field
Południe, Południowy	sud, au sud	south, southern
Potok	cours d'eau	stream
Przeprawa (Przep.)	bac à traille	ferry for vehicles
Przełęcz (Prz.)	passage	pass
Przystanek	arrêt, petit gare	railway halt, small railway station
Rak, Raki, a, e	écrevisse, écrivisse	Krebs, Krebsen
Rzeka	rivière	river
Sosna	pin	pine
Stacja Kolejowa (St.)	station	railway station
Stary, a, e (St.)	ancien	old
Strażnica	poste de la frontière	frontier guard post
Wąski	rare, petit	narrow, petite
Wielki, a, e (Wlk.)	grand	large, great
Wieś	village	village
Wodny	hydraulique	hydraulic
Wschodni, a, e	oriental	eastern
Wyspa	île	island
Wysoki (Wz, Wsk.)	supérieur	upper
Zachód	ouest	west
Zamek	château	castle
Zagroda	ferme, enclos	farm, enclosure
Zatoka	baie, golfe	bay, gulf

KEY TO PRONUNCIATION

ą ..... as French on (nasal)	ę ..... as e in get
ch ..... h in hay	ł ..... w in swim
cz ..... ch in hay, or h in hay when final	ń ..... ny in canyon
ch ..... ch in loch (Scots.)	ś ..... s in pleasure
dz ..... ds in lands	ś ..... s in sugar
dz ..... j in hay, or in hay when final	sz ..... sh in hay
ą, ę ..... in French go (nasal)	w ..... v in yet, when final, as in owl
j ..... as in hay	ż ..... s in pleasure
ł ..... w in twin, before a vowel, as y in canyon	ź ..... s in pleasure
ń ..... ny in yet, after a vowel, as ee in feet	ż ..... z in gazelle, before i, as in pleasure
	NOTE: After final b, d, g, z, and v become p, t, k, s, and f, respectively.

ROAD DATA - *LEGEND*

* Hard surface, all weather road, two lanes wide, 6 - 8 meters Exact 224

Hard surface, all weather road, one lane wide, 3 - 5 meters 231

* Loose surface, all weather road, two or more lanes wide, 6 - 8 meters 223

Loose surface, all weather road, one lane wide, 3 - 5 meters 201

Loose surface, dry weather or dirt road Principal 935 Other

Cart tracks (more then 1.5 and less then 2.5 meters) 245

Trails (less then 1.5 meters)

Dual highways (Superhighways)

Note: Label those roads exactly 8 meters or wider.

Scale 1:250,000

CONTOUR INTERVAL 100 METERS

TRANSVERSE MERCATOR PROJECTION

BLACK NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID ZONES AND ARE IN INTERNATIONAL SPHEROID

LES TRAITS NUMÉROTÉS EN NOIR INDIQUENT LE QUADRILLAGE MYRIAMÉTRIQUE DE LA PROJECTION MERCATOR TRANSVERSE UNIVERSELLE, FUSEAUX ET ELLIPSOÏDE INTERNATIONAL

RED NUMBERED TICKS INSIDE THE NEATLINE INDICATE THE 10,000 METER RUSSIAN BELTS AND S. ORIENTED SPHEROID

LES ANCRES NUMÉROTÉES EN ROUGE À L'INTÉRIEUR DU CADRE INDIQUENT LE QUADRILLAGE MYRIAMÉTRIQUE DE RUSSIE ET L'ELLIPSOÏDE DE BESSEL

THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED
LES QUATRE DERNIERS CHIFFRES DES NUMÉROS DE QUADRILLAGE SONT OMIS

1953 MAGNETIC DECLINATION FOR THIS EXACT AREA FROM 7°30' EASTERLY FOR THE CENTER OF THE WEST SIDE TO 8°30' EASTERLY FOR THE CENTER OF THE EAST SIDE. MEAN ANNUAL CHANGE IS 0°10' EASTERLY.

LA DÉCLINAISON MAGNÉTIQUE POUR CETTE FEUILLE VARIE DE 7°30' VERS L'EST POUR LE CENTRE DU BORD OUEST EN 8°30' VERS L'EST POUR LE CENTRE DU BORD EST. VARIATION ANNUELLE MOYENNE EST 0°10' L'EST.

GRID REFERENCING OF LOCATIONS IN THIS MAP AND UPPER TO AVOID HOLDUP AND FORWARD DIRECTLY TO CO-ordinating OFFICER, ARMY MAP SERVICE, WASHINGTON, D. C. WORD OR PHRASING WILL BE RETURNED OR FORWARDED AS REQUIRED

GRID ZONE DESIGNATION
SHOWN IN BLUE
ZONE DE QUADRILLAGE
INDICATION

	FB	GB	KS	LS		
	HQ					
	FA		GA	KB		
		10		10	20	30

HOW TO LOCATE FIGURES OF 4 DIGITS
GRID NUMBER. THESE ARE THE
LARGER figures of the grid number
example 1630000

TO GIVE A 6 FIGURE REFERENCE IN THIS SHEET TO NEAREST 1000 METER

SAMPLE POINT: 4000 E 5000 N

1. Read letters identifying 100,000 meter square in which the point lies.
2. Locate the VERTICAL grid line to LEFT of point and read LARGE figure labeling the line. This is the 10 km or 10,000 meters figure.
3. Estimate tenths from grid line to point.
4. Locate the HORIZONTAL grid line BELOW point and read LARGE figure labeling the line. This is the 10 km or 10,000 meters figure.
5. Estimate tenths from grid line to point.

Combine letters from grid line to point

SAMPLE REFERENCE

100,000 meter square identification	FA
10,000 meter figures	4050
1,000 meter figures	5000
	GA 9050

REPRESENTEE EN BLEU
REFERENCE DE QUATRE CHIFFRES

REPRESENTEE EN NOIR

	FB	GB	KS	LS		
	HQ					
	FA		GA	KB		
		10		10	20	30

TO GIVE A 6 FIGURE REFERENCE IN THIS SHEET TO NEAREST 100 METER

SAMPLE POINT: 4000 E 5000 N

1. Read letters identifying 100,000 meter square in which the point lies.
2. Locate the VERTICAL grid line to LEFT of point and read LARGE figure labeling the line. This is the 10 km or 10,000 meters figure.
3. Estimate tenths from grid line to point.
4. Locate the HORIZONTAL grid line BELOW point and read LARGE figure labeling the line. This is the 10 km or 10,000 meters figure.
5. Estimate tenths from grid line to point.

Combine letters from grid line to point

SAMPLE REFERENCE

100,000 meter square identification	FA
10,000 meter figures	4050
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25X1

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[redacted] SEE BOTTOM OF PAGE FOR SPECIAL CONTROLS, IF ANY

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25X1

USSR

Road Notes: Jurmala/Lemajs/Tukums/Talsi and Vicinity

DATE DISTRIBUTED
5 November 1953
NO. OF PAGES 8 NO. OF ENCL'S
SUPPLEMENT TO REPORT #

25X1

THIS IS UNEVALUATED INFORMATION

A hard-surfaced, all-weather road, (No 938 on legend) ran from Jurmala west northwest toward Engure. This same type of a hard-surfaced, all-weather road, (No 938 on legend) ran from Jurmala northwest to Lemajs.

Both roads were designed and constructed for heavy usage. They were over eight meters wide. The road foundation consisted of crushed stones and the top layer was of paved stones surfaced with sand.

Both roads were constructed during the Austrian regime at which time old fashioned wood burning rollers and graders were used. The roads were crowned for easy drainage and shallow drainage ditches ran along both sides of the road. The terrain through which these roads ran consisted of small rolling hills. The roads were inspected periodically and were maintained by contract work crews

25X1

A loose-surfaced, all-weather road (No 939 on legend) ran from Jurmala northward to Tarnagrod. This road was over eight meters wide and the road foundation consisted of crushed stones. The top layer was of crushed rock surfaced with sand. The road was crowned for easy drainage and drainage ditches ran along both sides of the road.

A loose-surfaced, all-weather road (No 939 on legend) approximately five meters wide, ran from Jurmala northwest to Skangrs and from Skangrs it ran northwest to Carnay and continued to Lutausiad. This road had a light sand-clay foundation and the top layer consisted of loose gravel. The gravel was dug up from the Sam River and other streams which run through this region.

There were no shoulders along this road but drainage ditches ran along both sides of the road. The road was considerably graded and resurfaced by villagers and/or farmers.

A number of loose-surfaced, dry weather dirt roads (No 938 on legend) ran in the vicinity of Dubna, Skangrs, Kleinie Gray and Lutausiad. These villages were located north, northwest and east of Jurmala. All of these roads were approximately five meters wide and were considered to be principal dirt roads. The villagers had to maintain these roads constantly, using shovels, rakes, picks and horse-drawn wooden graders. The dirt roads did not have any shoulders running alongside of them nor did they have drainage ditches.

[redacted] ARMY

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